

Co-day's Advertisements.

HARMSTON'S CIRCUS AND ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!

Our Magnificent Stud of Horses in the Realistic STEEPLE CHASE Introducing the Entire Company.

MATINEE TO-DAY MATINEE AND EVERY DAY AT 3.30 P.M. DURING CHINESE HOLIDAYS.

FRIDAY EVENING, FEBRUARY 22ND, COMPLIMENTARY BENEFIT TO Mrs. HARMSTON LOVE.

A HOST OF NOVELTIES.

GENTLEMAN RIDER'S NIGHT.
A Handsome Trophy to the best Gentleman Rider over our Steeplechase Course on our horses to be drawn on the Evening it takes place. OPEN TO ALL GENTLEMAN AMATEURS. Gentlemen intending to compete will kindly notify by letter addressed to MANAGER, CIRCUS, CONNAUGHT HOUSE.

TUG-OF-WAR.

A Prize \$50 will be given for a Final Trial between ROYAL GARRISON ARTILLERY and "CENTURION" STOKERS' TEAM.

Box Office Plan:—ROBINSON PIANO CO., Queen's Road.

POPULAR PRICES.
SOLDIERS AND SAILORS OF ALL NATIONALITIES admitted to CHAIRS and STALLS HALF-PRICE.

ROBERT LOVE, Manager.
Col. CHAS. B. HICKS, Representative.
Hongkong, 20th February, 1901. [54c]

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open to All-Corner, to decide the Bond file Championship.)

28TH FEBRUARY, 1ST AND 2ND MARCH.

Under the Management of Mr. C. T. ROBINSON.

VALUE OF PRIZES OVER \$2,000

GIGANTIC ENTERTAINMENT.

FEATHER WEIGHTS (126 lbs.)

T. Lawrence, Band, R.W.F., D. Davis, E. Co., R.W.F.

J. H. Billo, U.S.S. Brooklyn, v. J. Jago, H.M.S. Centurion.

T. Muhews, Band, R.W.F., C. A. Bowley, Taikoo Sugar Refinery.

J. Veir, H.M. Naval Yard, v. W. H. Cressy, Seige Train.

Reserves—Tim Bailey, H.M.S. Undaunted, and H. N. Remedios.

LIGHT WEIGHTS (140 lbs.)

T. Baddeley, Sapper, R.E., v. W. Thomas, B. Co., R.W.F.

T. Phillips, H.M.S. Argonaut, v. J. Sandford, B. Co., R.W.F.

Geo. Smith, H.M.S. Centurion, v. W. Foster, R.M.L. H.M.S. Toroth.

T. Harvey, R.M.A., H.M.S. Tamar, v. J. Kinzey, U.S.S. Hemmington.

Reserves—W. Barrett, Sapper, R.E.; Pte. B. Moore, A.D.C., C. Morris, C. Co., R.W.F., Sergt. Davis, R.W.F.

MIDDLE WEIGHTS (158 lbs.)

Thos. Phillips, H.M.S. Argonaut, v. W. S. Bailey, Hongkong.

E. Mansford, H.M.S. Argonaut, v. J. Burns, U.S.S. Albany.

Sergt. Jones, R.W.F., v. E. C. Duffey, U.S.S. Brooklyn.

J. W. Newman, H.M.S. Toroth, v. Bob Berwick, Taikoo Sugar Refinery.

Reserve—Geo. Smith, H.M.S. Centurion.

HEAVY OR CATCH WEIGHTS.

McMurray, 25th Co. S.D.R.A., v. Copl, Aldridge, 25th Co. S.D.R.A.

Jack Gorman, Harmsston's Circus, v. Bob Savidge, H.M.S. Goliath.

J. H. Tibbs, U.S.S. Brooklyn, v. W. S. Bailey, Hongkong.

POPULAR PRICES.

STAGE RESERVED SEATS.....\$10 Season.

Do. Do.\$4 per Night.

DRESS CIRCLE.....\$3 and \$2.

PIT.....\$1.

BOX PLAN NOW OPEN AT

ROBINSON PIANO CO.

Hongkong, 15th February, 1901. [154c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 20th February, 1901. [2c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Underwriter before Noon, on the 27th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Co-day's Advertisements.

WANTED—IMMEDIATELY.

By a German Firm, an EXPERIENCED SALESMAN with a thorough knowledge of the Hongkong Import Business. Applicants should give full information concerning their Qualifications and state the Salary required to address of—

"IMPORT,"

Care of Office of This Paper, Hongkong, 20th February, 1901. [230c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Cox, will be despatched as above on TUESDAY, the 26th instant, at 11.30 A.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th February, 1901. [310c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, HOMBAY, KARACHI, ADEN, SUETZ PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship

"MORAVIA,"

Captain Calabrese, will be despatched as above on THURSDAY, the 28th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 20th February, 1901. [238c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to

THE MITSUI RUSSIAN KAISHA, Agents.

Hongkong, 20th February, 1901. [232c]

Intimations.

EYE-SIGHT.

MR. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES

at 16, Queen's Road Central, (R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in various forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White Capsule\$10.80

B.—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80

C.—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark 12.00

D.—WATSON'S H.M.D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40

E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Pent Whisky, (smoky) and could not now be replaced in stock at the price.

D. is well known for its fine flavour.

E. is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong Market.

A. S. WATSON & CO., LIMITED

HONGKONG DISPENSARY

BIRTHS.

On 12th February, at 1A, Love Lane, Shanghai, the wife of HERBERT A. J. MACRAY, of a daughter.

On the 13th of February, at No. 1, Dent Road, Shanghai, the wife of G. K. BAKER, of a daughter.

MARRIAGES.

On the 8th of February, at Fochow, by the Rev. Llewellyn Lloyd, WILLIAM PITCAIRN GALTON, of Fochow, to CAROLINE, widow of Arthur Wellesley Wainshaw.

On February 11th, at Shanghai, by the Rev. H. C. Hodges, M.A., HENRY BIRCH SUTTON, Wesleyan Minister, Hankow, to EDITH, youngest daughter of Edwin Oliver, Esq., Cheonghill Hill, Manchester.

DEATHS.

At the General Hospital, Shanghai, on the 14th February, WILLIAM IRWIN HOUSTON, aged 23 years.

At 7 a.m., on 16th February, at No. 2, College Gardens, Upper Albany Road, MARY, the beloved wife of James H. Cox, in her 61st year.

On the 20th instant, at 10 a.m., at 184, Praya West, TSOI KWONG, 3 years old, second son of Tsoi Veik Shan. [239c]

NOTICES TO CORRESPONDENTS.

It is requested that all communication relating to Subscriptions, Advertising, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editors. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the discussion of questions of public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 20, 1901.

NOTES AND COMMENTS.

Tramways at Last.

We learn that tramways are at last to be an accomplished fact in Hongkong; that all arrangements have been concluded with the Government and that, within a year, a tramway will be running from Kennedytown to Shaikwan. So far as we have been able to gather, the tramway is to be on the American overhead system and is to be an electric one.

This will come as good news to Hongkong residents, for it will mean that the outlying districts of the town will be brought into communication with the city and this will, we trust, tend to alleviate the overcrowding which now exists. As matters now stand the poorer classes are obliged to live within city limits in order to be able to reach their places of business easily, and this leads to overcrowding. Without cheap and rapid communication the poorer classes cannot live beyond easy walking distance of the scene of their daily labours, and hence they are obliged, in most cases, to pay high rents for small places in town. A tramway will, however, alter this. It will bring the outlying districts into closer touch with the city and will so encourage building further afield.

We trust that the tramway scheme will not stop at Hongkong itself, but will be extended to the mainland. Hungfong and Yau-mai are daily growing in importance and the Godowns at Tsim-tsu-tai are the centre of a great business employing a very large number of persons. Were tramways established in Kowloon, the outlying districts could be brought within reasonable reach of the ferry wharves and this would mean that houses would go up on the hills at the back of the Peninsula and rents would fall from their present very inflated state. We hope to see a good system of tramways established throughout the Colony at no very distant date, and are pleased to see that the first step towards the realization of our hope has been made.

REUTER'S TELEGRAMS.

THE OPERATIONS IN SOUTH AFRICA.

LONDON, February 17th.

FIGHTING AT PHILIPSTOWN.

General Smith-Dorrien has occupied Amsterdam. There was continuous fighting at Philipstown on Wednesday and Thursday, and the Boers are now in full retreat to the Westward, pursued by Col. Plumer.

DE WET PURSUED BY PLUMER.

Lord Kitchener wires from De Aar that De Wet crossed the railway on the 15th, closely followed by Col. Plumer, who had captured many waggons, a Maxim gun and 150 horses. The British were still in close pursuit.

RUSSIA AND THE UNITED STATES.

INCREASING THE DUTIES ON SUGAR AND STEEL.

LONDON, February 18th.

The United States have imposed countervailing duties on Russian bounty-free Sugar, and Russia has retaliated by increasing the duty on American Steel. A grave crisis in the trade relations of the two countries is feared.

BRITISH SOUTH AFRICA.

De Wet's force numbers 3,000, with two guns.

The Plague is increasing at Capetown.

LOCAL AND GENERAL.

No noise goes for anything, then the ushering in of the Chinese New Year was undoubtedly a success, for crackers were being fired in all directions well into the small hours of Tuesday morning.

The returns of the number of visitors to the City Hall Library and Museum for the week ended 17th February are—

Library. Museum.

Non-Chinese..... 365 168

Chinese..... 106 2,138

We have received the first issue of a new trade journal, the Pacific Exporter, published at San Francisco, and devoted to American commerce of the Pacific. Foreign Chambers of Commerce are invited by the management of the paper to forward matters of public interest for publication.

THERE was an outbreak of fire on Saturday on board No. 3 launch, employed by the Naval Yard authorities. The alarm bells were sounded, and the Chinese crew of Commodore Powell's launch succeeded in extinguishing the flames before they had made serious headway. The damage is estimated at about \$150. The cause of the fire is supposed to be the carelessness of crew.

THE following office bearers were elected at a meeting of the Phoenix Chapter held at the Masonic Hall, last night—

M. W. Bro. Sir. Knight II. B. Bridger.

Deputy M. W. Bro. W. F. Palmer.

Senior Warden Bro. A. Watkins.

High Priest Bro. A. Watkins.

Junior Warden Bro. F. Leman.

Secretary W. W. A. Sturtevant.

Treasurer C. L. Leitch.

Master of Ceremonies W. M. Everett.

Inner Guard J. A. Tarrant.

Chancellor H. J. Smith.

Standard Bearer J. A. O'Brien.

Steward J. A. Morris.

Equerry Bro. J. Jones.

A CORRESPONDENT sends an excellent story to the N. C. D. News. The telephone having been installed, he was explaining its use to his office boy. Quoth the boy, "This thing blong 'lites allo same 'lectric light?" This was admitted, and he went on, "S'pose bymbye dogs' eyes no got, how fashion? No got 'lectric light?" He was met by a surprised look, and added, "Plenty Chinaman talkee s'pose dogs' eyes no got, 'lectric light no got." This belief probably arose, as the correspondent, from the nearness of the electric light station to the compound for captured dogs at Shanghai.

THE Volunteer Corps undertook the journey to Repulse and Deep Water Bays yesterday for practice and competition firing. All units left by steam launch from Murray Pier at about 10 a.m. and on arrival at the destination the business of the day was commenced. The Machine Gun Companies had targets fixed on a hillside and the Infantry and the Field Battery fired at targets in the water. A lot of waiting about took place during the intervals of practice and firing and the men did not board the returning launch till about six o'clock. However, some good and accurate shooting was made in the presence of H. E. The Governor (Sir Henry A. Blake, G.C.M.G.), and H. E. Sir W. J. Gascoigne (Commanding the Troops). Just before boarding the launch, the Corps was drawn up on the beach and the Governor addressed them. He said he was very pleased that their Colonel, Sir John Carrington, C.M.G., and the officers and men had given up their time to put in some good and useful work. It was the first time that he had had an opportunity of being present on such an occasion and, as the Hon. Colonel of the Corps, he was very proud of having witnessed the excellent practice. He had been told, and he could see, that the firing had been very good. It might have been better, but still it was very good. He then referred to those who did not attend the parade as the "lazy" members of the corps and said that he regretted that a larger muster had not assembled. He said that it was not a mere pastime, but volunteering made all the difference between security and insecurity. He concluded by thanking the corps for giving up their time for the work, and Sir John Carrington, having thanked him for his words, called for three cheers for His Excellency, which were heartily given with helmets aloft. A pleasant and useful day's work was then brought to a finish. We regret that owing to a fit which suddenly came on at the commencement of the proceedings, Lieut. Stewart of "C" Machine Gun Company was unable to take part.

HARMSTON'S CIRCUS.

There was a long and changed programme at the Circus last night. Perhaps the biggest attraction was the final in the international tug-of-war competition. A bumper house was the result of the excitement caused by the nightly exhibitions, but the new year accounted for the presence of only few Chinese. Many sailors and soldiers were assembled and the boxes were well filled. Referee, Capt. Cadogan, R.W.F.

The final tie was to be contested by H.M.S. Centurion (Stokers' team), and Southern Division Siege Train.

The first pull was a long one. The Siege Train held the advantage at the start and got about a yard to the good, when they changed their method by facing their goal and trying to walk away with the sailors. They had the mark nearly over the centre when, after very heavy straining, the Centurion men always pulling the same simply pulled their opponents away, to everyone's surprise. The soldiers looked like winning from the start, but they changed their way of facing twice and each time reversed to the ordinary and really the best way of facing their opponents.

The second pull was not a very long one. The Siege Train put more "go" into their pulling and the front soldier, got behind the bank of earth which surrounded the ring. The sailors never gained an inch in this pull and the Siege Train won in fairly quick time.

This tie was the first which was not won on the two first pulls, and the excitement was great when the teams took their places at both ends. The result was uncertain as both had the advantage alternately. However the Siege Train men gained some yards and then turned about and gradually pulled the sailors away. Col. Hicks then presented the Siege Train with the first prize \$250 and the Centurion with the second, \$100.

The Colonel then presented Capt. Cadogan with a neat and appropriate chain of office and modern Siamese coins, and remarked on the excellent manner in which the duties of referee had been carried out, and upon the kindness of Captain Cadogan in undertaking the duties.

The Captain gave thanks for the gift and cheers were indulged in amidst enthusiasm.

The rest of the programme was very well executed and was worth watching.

Matinees are to be given every afternoon this week, and Friday evening is Mrs. Harmsston Love's benefit, when good evening's entertainment will be obtained by many who visit the Circus.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Committee of the Hongkong General Chamber of Commerce, held at the Chamber Room, City Hall, at 11.30 a.m. on the 14th February, 1901.—Present: Hon. R. M. Gray (Chairman), Hon. J. J. Keswick (Vice-Chairman), Messrs. Haupt, Sir Thomas Jackson, Kt., D. R. Law, A. M. Marshall, C. S. Sharp, N. A. Siebs, Hon. J. Thurburn, (ex officio), and R. C. Wilcox (Secretary).

MINUTES.

The minutes of the previous Monthly Meeting (held 7th January) were read and confirmed.

RESIGNATION OF MEMBER.

The Secretary reported that Messrs. U. Neryena & Co., had resigned membership of the Chamber, stating that

arrangements with certain Foreign officials to get the sentences commuted when the time arrives. Reliable. This was too good a chance to lose to deceive the foreigner, and the decree noted by the *Sinchen-pao* was accordingly issued. The question now is what about the punishment of the other officials whose heads are wanted by the Foreign Ministers at Peking?

Chang Pei-lun's Sponsor.

It is now stated that Chang Pei-lun, son-in-law of Li Hung-chang, whose prospect of returning to official life was noted in these columns recently together with a sketch of his disreputable career, was really recommended to the Empress Dowager by the notorious friend of Kang Yi, Lu Chian-lin. The fact of having such a sponsor easily proves the sort of man Chang Pei-lun is—even if we had no previous record of the man before us.

Another Special Ambassador.

It is reported from Soochow, that acting Governor Nieh Chieh-kuei of that city, who was recently promoted to be substantive Governor of Hupei, may not go to Wuchang after all, as a report from Peking states that Prince Ching and Li Hung-chang have selected Governor Nieh as Special Ambassador to Great Britain to apologise for the troubles in the North, and are said to have recommended Governor Nieh to the Throne for the post.

Disturbing Reports.

Reports are coming from Chinese who are often well-informed that the Empress Dowager of the Peace Protocol is only a blind, and that a large Chinese force is being sent to Taiyuanfu to oppose an expected Allied expedition.

Proposed Military Commandant of Tientsin.

It is reported that General Chiang Kiao-yuan one of Governor Yuan Shih-kai's military officers in Shantung, has been recommended by Li Hung-chang to the Throne to be the future Military Commandant of Tientsin when the anticipated withdrawal of the Allied forces takes place. It may be interesting to our readers to know that General Chiang Kiao-yuan was the Commandant of the Chinese forces at Tientsin and Kiaochow when these places were taken possession of by the German naval forces.

The Chichou Massacre.

The delay that has occurred in settling the above matter between the British authorities and the Chinese Government, according to a reliable correspondent at Hangchow, has been productive of much harm to British prestige. In the first place such delay means "fear" in the eyes of the Chinese and shows that the British dare not push their claims for the decapitation of Yung Ch'uan (Manchu), the Treasurer of Chikiang, the chief instigator of the Chichou massacre, who, when the decree of Prince Tuan and the Empress Dowager ordering the general massacre of all foreigners in the Empire arrived at Hangchow from Peking in July last, and Governor Liu Shu-hung hesitated to publish the same, preferring to first consult with the Nanking Viceroy on the matter, compelled Governor Liu to issue the same, offering to take the whole responsibility on his own shoulders. Moreover when Yung Ch'uan, compelled Governor Liu to sanction the said decree, thereby bringing on the Chichou massacre, the former, Yung Ch'uan, was Provincial Judge only of Chikiang. Instead of being removed from this post and imprisoned to await punishment, Yung Ch'uan received the approval of the Empress Dowager for what he had done and was promoted Provincial Treasurer of the very province where he had caused the massacre. Nothing was then done to get this Manchu savage removed and put out of the way. It so happened that when the British authorities first charged the Chikiang high provincial authorities with murder and demanded the execution of the chief instigator and ringleader of the Chichou massacre, the mandarins of the whole country were trembling as to the fate awaiting them if their misdeeds, owing to the summary execution of the high officials of Chikiang province at Peking, and the Chinese Government was willing to carry out every wish of the Foreign Powers as to the punishment of guilty officials. But through the delay in pushing these and other demands, the startling effects of the Paoing executions have gradually faded. Every native in Shanghai and Chikiang knows that Yung Ch'uan's head has been demanded by the British authorities as well as the head of Pao Hsien, Faistai of Chichou, and a number of others, but owing to the delay and indifference of the British authorities in pushing their claims, it is freely stated amongst the mandarins and people of this port and at Hangchow that neither Yung Ch'uan nor Pao Taitai is likely to be beheaded now for the Chichou massacre! It appears that the friends of these two guilty mandarins have been spreading about the news that Yung and Pao's case has been taken up by certain high mandarins in Shanghai and Peking whose influence with the foreign officials is very great, and that they have managed to get the sentences commuted.

As we have before stated, Peking and not Shanghai is responsible for this damaging delay.—N. C. D. News.

THE PEKING TRAGEDY.

The *China Times*, the new Peking paper, published the following as an extra on the 30th of January—

A most painful tragedy was enacted on Monday night at the Hotel du Nord, Peking. The guests at the hotel were finishing dinner and were still sitting at the table, when, shortly after 9 o'clock, three shots were heard in close proximity to the dining room. The manager, Mr. Diederich, at once ran to the spot where the shots appeared to have been fired, and was met by a British Lieutenant, Mr. Denning, of the 3rd Bombay Cavalry, who came out of one of the private rooms, staggering, and exclaiming "I am wounded!" Mr. Diederich at once ordered a doctor to be sent for, and the wounded man was handed over to his care.

Inside the private room a dreadful spectacle presented itself. A husband and wife were lying prostrate on the floor, still living, but at the point of death. Nothing could be done for them, and they shortly afterwards expired. It appears that three rooms had been engaged at the hotel for Mr. Denning, for Mrs. Lindberg, a Danish officer well-known at Tientsin, and formerly engaged there as military instructor for the Chinese troops, arrived from Tientsin by the Monday night's train, and repaired to his wife's room, showing no indication of what was to come. He shot his wife through the chest, then pointed his revolver at the officer, whom he shot over the left hip, and finally shot himself through the right temple.

Captain Lindberg was about 32 or 33 years of age. His wife a Danish lady of attractive appearance, was about 26. Their bodies were taken in coffins to the Temple of Heaven railway station yesterday, for conveyance to Tientsin by to-day's train.

Mr. Denning, who was stationed at Tientsin, was in a critical condition.

AT THE MAGISTRACY.

THE WANCHAI MURDER.

Wing Po, the woman who is charged with the murder of Kwong Cheung, late Supreme Court messenger, in his house at 143, Queen's Road East, on the 5th inst., was again brought up before Mr. Hazeland this morning and the evidence was proceeded with.

The Hon. F. H. May, C.M.G. (Captain Superintendent of Police) prosecuted.

BY THE MAIL.

[From Home Papers.]

The "Blenheim."

The *Blenheim*, which was named at Chatham on 1st ult., leaves the cruiser *Undaunted*, Captain A. C. Clarke. On 5th ult., she had a trial of her propelling machinery in one of the basins at Chatham Dockyard. The result was satisfactory. She arrived at Sheerness on 9th ult., to ship ammunition and War Department stores, and on 10th underwent a successful steam trial. She sailed on 13th for the China Station, calling at Portsmouth, which was left on 15th. The *Blenheim* ought to be a very comfortable ship in the naval sense of the adjective. All the officers and men of the *Harmes* are now in the *Blenheim*; it has been simply a case of making up strength; and Captain F. H. Henderson, who has commanded both ships, has a brilliant record. The *Harmes* was a comfortable ship—again in the naval sense, for she was a most uncomfortable ship in the ordinary meaning of the word—and there is every reason why the *Blenheim* should be the same.

The Vacant See of London.

There is a strong feeling among Churchmen of differing schools of thought, says a contemporary, that the vacant See of London will be offered to the Bishop of Rochester. Evangelicals are in many instances opposed to it, and a leading member of that school expressed the view that the Queen's influence would be used against the translation on account of the Bishop's sympathy with "extreme" men. It is further predicted that the Bishop of Stepney will be appointed to Rochester. The Bishop of Bristol is thought to have strong claims. He knows London well, and he has ruled his western diocese successfully. But the unfortunate letter (never intended for publication) in which he spoke of "Nonconformists of the baser sort" is still remembered against him. The translation of the Bishop of Bath and Wells would be, in the language of the gossips, "a safe appointment," and the Bishop of Ripon is also supposed to have a chance. The ideal appointment would be the translation of the Bishop of Hereford, but his Liberalism will, it is thought, cause the powers that be to look askance at him.

The Catholic Association.

The Earl of Denbigh presided over the annual dinner of the Catholic Association, held on 17th ult., at the Holborn Restaurant. The Duke of Norfolk, who was announced as one of the speakers, was unable to be present, being confined to his room by a cold. Lord Denbigh observed that the idea that the words contained in the Address presented by the Duke of Norfolk to the Pope from the English Roman Catholic Pilgrims constituted an attack upon Italian unity, was ludicrous in the extreme. The emphasis laid in that address on the necessity of a complete and real independence, not only in fact but also in appearance, of the Pope from any and every kind of local supremacy, which, more or less, sooner or later, would fetter or seem to fetter and bind the action of the Holy See in one or another region of its world-wide spiritual authority, gave occasion to an outbreak on the part of the Italian anti-Papal Press, as though the address were an attack on the Italian Government now by force of arms reigning in the international Papal city of Rome.

Our Indian Troops.

A correspondent writes to *The Times*:—When it was first found necessary to send an expedition to China for the relief of the Peking Legations, some anxiety was felt lest the employment of native Indian troops in concert with the soldiers of Continental Powers should be detrimental to the Army in India. But the results have proved that, in comparison with troops of other nations, the sowar and gholi of India have more than proved their worth. And the following letter from an officer in a native regiment shows the impression which regard to their Continental comrades which will be carried back. "At Peshawar and Yung-tsun the regiment did magnificently. All our Indian troops knocked spots out of every one except, perhaps, the Japanese; and we did quite as well as they did. The Russians are not much good when they begin to get close. I do not know what the Russians think of our Sikhs and Pathans, but I do not think that in future they will talk much about attacking India. I do know what our men think of the Russians, and I can assure you their opinion is not a very high one."

The Russian Volunteer Fleet.

The *Krodstadtski Vistnik* publishes the following dates of sailing of the ships of the Russian Volunteer Fleet during 1901:—From Odessa.—January 28th, *Voronej*; February 12th, *Kiev*; 23rd, *Kostroma*; March 5th, *Tamboff*; 10th, *Nijni Novgorod*; 23rd, *Orel*; April 2nd, *Ekaterinburg*; 14th, *Khar'kov*; May 3rd, *Vladimir*; 22nd, *Kazan*; June 7th, *Peterburg*; 28th, *Vladimir*; July 8th, *Saratov*; 28th, *Voronej*; August 14th, *Kiev*; 28th, *Kostroma*; September 14th, *Tamboff*; 28th, *Ekaterinburg*; October 14th, *Nijni Novgorod*; November 14th, *Kazan*; 28th, *Peterburg*. From Vladivostok.—February 3rd, *Vladimir*; 14th, *Kazan*; 24th, *Peterburg*; March 10th, *Saratov*; 24th, *Voronej*; April 14th, *Kiev*; 19th, *Kostroma*; May 5th, *Tamboff*; 19th, *Orel*; 27th, *Ekaterinburg*; June 3rd, *Khar'kov*; 5th, *Nijni Novgorod*; 27th, *Vladimir*; July 17th, *Kazan*; August 3rd, *Peterburg*; September 3rd, *Saratov*; 12th, *Vladimir*; 21st, *Voronej*; October 14th, *Kiev*; 21st, *Kostroma*; Nov. 14, *Tamboff*; 26, *Ekaterinburg*; Dec. 19, *Nijni Novgorod*. The *Yaroslav* calls at Saghalien, and nearly half of the vessels call at Port Arthur. According to the *Nova Vremya* the *Yaroslav* is coming to England next month, in order to be thoroughly overhauled and to have new boilers fitted.

Funeral of the Bishop of London.

With the simple but grandly impressive ceremony of the Burial Office of the Church of England, and amid genuine manifestations of sorrow, respect, and affection, the body of Mandell Creighton, Bishop of London, was yesterday committed to its last resting-place in St. Paul's Cathedral. Since the Great Fire, which destroyed Old St. Paul's, no previous bishop of the diocese has been buried in his cathedral, and Dr. Creighton is the first bishop laid to rest in the crypt chapel. Near him, however, are the tombs of Dean Milner, Canon Liddell, and other illustrious dead, whose names are revered by Church and State. There were an immense assemblage of mourners, including representatives of the Queen, the German Emperor, the Prince of Wales, the

Duke of York, the Duke of Cambridge, the Duchess of Saxe-Coburg and Gotha, and Prince and Princess Christian. The congregation included many distinguished personages, most of the Bishops, prominent Nonconformists, and delegates of numerous societies and public bodies. The Archbishop of Canterbury, the Dean of St. Paul's, the Archbishop of York, and Canon Scott Holland were the officiating clergy.

Obituary.

The following deaths are announced:—Mr. Thomas Walters, M.A., F.R.A.S., which occurred at 2, Cleveland-road, Ealing, on 10th ult. Mr. Walters was appointed a Student Interpreter at Peking in 1863, and in 1866 was placed in charge of the Consulate at Peking. After fulfilling a number of appointments as Acting Consul, he was promoted to be Consul at Wuhu in 1877. Among his subsequent appointments as Consul were Newchwang, Swatow, Canton, and Foochow. He retired in 1895 on a pension. Mr. Henry Williams Gibson, late Master of the Standards, and formerly the last Chief Clerk of the old Exchequer, Lord Lionel Cecil: He was the sixth son of the second Marquis of Salisbury, and the third son by his second marriage, and therefore a half-brother of the present Prime Minister. His mother, who afterwards married the fifteenth Earl of Derby, died quite recently. Lord Lionel was born on March 31, 1853, and was Major of the 5th Northumberland Fusiliers. M. Arthur Desjardins, Avocat-General at the Court of Cassation, at the age of 67. He was one of the most eminent of living authorities on International Law. Baron Johann Faber, who was practically the founder of the celebrated lead-pencil factory carried on under his name.

The "Cressy."

His Majesty's first-class armoured cruiser *Cressy*, which is preparing for sea at Portsmouth Dockyard, is now receiving her armament, which will consist of two 9.2 guns, one 12 mounted on the forecastle and the other at the stern of the vessel, twelve 6-inch quick-firing guns, to be mounted in casemates, six on each broadside; four of these guns will be on the upper deck, and the remaining eight on the main deck, arranged in a similar manner to that obtaining in the *Forster* and *Terrible* and all our large cruisers. There will also be fourteen 12-pounder guns along the upper deck, and several smaller quick-firing guns and Maxims. There is a rumour that the *Cressy* will be commissioned for service on the China Station, soon as she can be got ready, but she has yet to undergo her gun and torpedo trials. She will be the first vessel of her class to be completed, the other three vessels, *Aboukir*, *Hague*, and *Suffey*, not having yet been delivered from the works of the contractors. Each ship will carry a complement of 700 officers and men. They should form a very valuable addition to the Navy, as their armoured belts and steel transverse armoured bulkheads ought to give them efficient protection; but this has been obtained at a considerable sacrifice of coal. Their maximum engine power is 21,000, and coal capacity 1,600 tons. The *Powerful* and *Terrible* have 25,000 horse-power and carry 3,000 tons of coal.

The London and Globe Collapse.

Shareholders of the London and Globe Finance Corporation floated on 14th ult., to the Cannon-street floor, and filed the big haul of the company's affairs. The managing director, Mr. Whitaker Wright, introduced Mr. Whitaker Wright, the managing director explained that all their creditors except one had signed an agreement by which they undertook to accept £485,000 in settlement of their claims, and that what the company now wanted was this amount for the payment of debts, and "a further sum of several hundred thousand pounds" as working capital. In satisfaction of the former requirement, the sale of an asset for £500,000 was on the point of completion, and it was proposed to reconstruct by an issue of new shares bearing a liability of five shillings. It might, however, be possible to substitute debenture bonds for this, and the managing director said that the resolution to wind up voluntarily in preparation for re-establishment was carried by a large majority. Lord Dufferin announced that he would now terminate his official connection with the company. Mr. Wright incidentally mentioned that the manager of the *Le Roi* mine was approached a few weeks ago by a certain engineer, who offered him a profit of £100,000 if he would diminish the output and wreck the company. Counsel's opinion had been taken, and if the matter could be brought home to the man who made the proposal, it would be.

The Sinking of the "Kowshing."

Mr. Choate, the American Minister, has been appointed arbitrator between the British and Chinese Governments in the case of the *Kowshing*, which was sunk by the Japanese warship *Nanika* in 1894. The owners first claimed from the Japanese Government, who pleaded that they were entitled to fire upon the *Kowshing*, and they now seek to make the Chinese Government responsible. The Law Officers and Mr. Sutton will appear for Her Majesty's Government and Mr. Asquith, Mr. Haldane, and Mr. J. W. McCarty for the Chinese Government.

The *Kowshing*, a screw-steamer engaged in local trade in North China, and owned by the Indo-China Steam Navigation Company, left Taku on July 23, 1894, a day or two before the actual outbreak of hostilities between China and Japan, for Yusan, with 1,100 Chinese troops on board. Off Yusan she was stopped by the Japanese cruiser *Nanika*, and ordered to follow the latter. This the English captain, Galsworthy, was not allowed by the Chinese soldiers to do, and at signalling the Europeans on board to leave the ship the *Kowshing*, opened fire with her guns on the *Nanika*, and discharged torpedoes. One of the latter struck the transport, which sank rapidly, only forty of the Chinese troops being saved by a French gunboat. Most of the Europeans, including General von Hanneken, escaped by swimming.

Lord Rosebery.

Lord Rosebery, in his speech at Wolverhampton on 16th ult., again assumed the character which he has adopted rather frequently of late. He appeared as the candid friend of the nation, telling us wholesome, if unpleasant, truths. On this occasion, as he was guest of a chamber of commerce, he devoted himself mainly to the question of our mercantile position. The century opens, as he points out, with the civilised world armed to the teeth and more intent than ever on perfecting its equipment for war. But it is not there that Lord Rosebery discerns danger in the future. He believes—we can only hope he is right—that the Armed Peace is in itself the surest guarantee against actual hostilities. The peril which he considers more imminent and actual is the industrial struggle which is impending. A war of trade, less sanguinary, but it may be not less formidable, than the contests waged with fleets and armies, is menacing this country. The two chief rivals we had to fear were the Americans on the one hand and Germany on the other. The Americans, with their vast resources, their scientific and enterprising, were perhaps the most formidable of the two; but the Germans, with their immense population, their

their quiet calculating spirit, and their energy in science and using the best and most economical methods, constituted a factor which this country could not afford to disregard. What was poor John Bull going to do to defeat those two formidable competitors? That was a question for the chambers of commerce to answer, but he would suggest the great remedy upon which they must rely, was higher and more extended education. We had in the people of this country the best raw material in the world; but our commercial men required educating and training scientifically. "Do we sufficiently send young men to learn what is to be learned abroad, and return to this country with the benefit of that training? That very ancient nation the Japanese, which we have by no means yet seen the last or even the beginning of in commercial matters they have long practised such a system. The Germans have long practised such a system."

A LETTER FROM "BOBS."

Earl Roberts has issued from the War Office the following message of thanks to the people of London:—

I feel confident that I can count on the courtesy of the Press, as the only medium available to me, to enable me to express to the people of London my heartfelt and sincere thanks for the generous reception accorded to me on my arrival in the metropolis, which touched me more than I can describe.

I regard the welcome I received yesterday not only as one tendered to me personally, but also as a testimony from the people of this great city of their appreciation of the valour and endurance of my brave comrades who have fought, and are still fighting, the battles of the empire in South Africa. I know that the echoes of yesterday's cheers will reach our soldiers far away, and be as gratifying to them as they were to me, for it will show them that they are not forgotten, and that an equally warm welcome awaits them on their return to England.

It is impossible for me to describe what I owe to them for their services. The only way I can ever hope to repay the debt is, as I have already said, by devoting myself to furthering their interests. It is with this object in view that I venture most strongly to support the recent appeal made by her Royal Highness the Princess of Wales on behalf of the Soldiers' and Sailors' Association.

I can assure the public that nothing has cheered the hearts of our soldiers more through the long period they have been serving in South Africa than the knowledge that those who are nearest and dearest to them are being cared for in their absence by their fellow-countrymen and women. The prolongation of the campaign in South Africa has taxed the resources of the fund so heavily that I am informed ere long it may be necessary to consider whether a debt should be incurred by the committee in order to continue the help given to the families of our soldiers or to cease altogether assisting them. The latter contingency is one so painful, indeed I may say so impossible, to contemplate, that I feel it my duty to make a personal appeal to the generosity of all classes of the community, and ask them to assist once more the fund, the needs of which have been placed before them so clearly by her Royal Highness the Princess of Wales.

I feel confident that it is only necessary for the general public to be informed of the facts of the case for them to do what is necessary to bring relief to the homes of those whose breadwinners are daily risking their lives in the service of our Queen and for the honour of the empire.

(Signed) ROBERTS, F. M.
War Office: January 4th, 1901.

THE CHINAMAN IN JAVA.

Manila Chinese in Java feel strongly inclined to send their children for education to Japan, with the intention of getting them naturalised there, to enable them to return to Netherlands-India as Japanese subjects. These Chinese feel sore at the Dutch Government's putting them on a different legal footing from Europeans and denying them the rights and privileges given to Europeans by law. Japanese have just been put on the same footing as Europeans there. Hence, Japanese nationality is now something to be desired by the Java Chinese.

The other day, a heavily insured Chinese store at Batavia was burned down. The storekeeper's servant was arrested by the police for shutting the doors of the store when the neighbours came to help in putting the fire out. Upon this, the owner of the store killed himself by swallowing carbolic acid. Suspicion arose that he had started the fire for the sake of getting the insurance money. Surmise became a fact when the servant confessed to the police that his master did set fire to the store, and then ordered him to shut the doors.

At Batavia, the Chinese have broken with some of the time-honoured customs. They have, for instance, done away with several so-called holy days on which prayers were wont to be made. They have followed this up by starting an orphan asylum for Chinese children.

NOTANDA.

CALENDAR.
FEBRUARY.

Meteorological means based on fifteen years' observations in 1898.
Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.

Wednesday, 20th February, 1901.

Chinese—2nd of 1st moon of 27th year of Kwang-shi.
Sun—Rises 6hr. 37min.
Sets 5hr. 57min.
Moon—In Equator 6hr. a.m.
High water—Morning 10hr. 1min.
Afternoon 9hr. 50min.
Low water—Morning 3hr. 47min.
Afternoon 3hr. 20min.

ANNIVERSARIES.

1845—The *China Mail* newspaper started.
1867—Duchess of Fife born.
1868—Outrages on Sir Harry Parkes in Japan.
1897—Armed gang robbery at 264, Queen's Road Central.
1898—Collision between P. & O. steamer *Borneo* and steamer *Tokyo Maru* in the Indian Sea.

TO-MORROW.

Thursday, 21st February, 1901.

Chinese—3rd of 1st moon of 27th year of Kwang-shi.
Sun—Rises 6hr. 29min.
Sets 5hr. 57min.
Moon—In Equator 6hr. a.m.
High water—Morning 10hr. 35min.
Afternoon 9hr. 42min.
Low water—Morning 4hr. 4min.
Afternoon 4hr. 4min.

ANNIVERSARIES.

1732—George Washington born.
1849—Defeat of the Sikhs at Goojerat by Lord Gough.
1850—Discovery of gold in New South Wales by Mr. E. Hargreaves.
1862—Shanghai delivered from a threatened attack of the Taipings.
1875—Mr. A. R. Margary, of H. B. M. S. Consul-General, murdered by Chinese in Yunnan.
1879—Arrival of 7 of the *Kate Walters* murderers in Hongkong in charge of Labuan police.
1888—Loss of the steamer *Swallow* with 31 lives.
1897—Indian relief works supporting 2,948,000 persons.
1900—Order in Council published bringing Kowloon City under jurisdiction of Hongkong.

A G E N D A.

TO-MORROW.
Daylight—N. Y. K. steamer *Sado Maru* leaves for Hongkong, via Singapore etc.
Noon—N. Y. K. steamer *Rosetta Maru* leaves for Hongkong.
4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Hongkong.
4 p.m.—I. C. S. N. steamer *Loongsang* leaves for Hongkong.
Austrian Lloyd's steamer *China* leaves for Hongkong and Kobe.
Cargo ex *Yokohama* subject to rent.

SATURDAY 23rd.

Moan—O. & L. Co.'s steamer *Garlic* leaves for Hongkong via Shanghai, etc.

MONDAY, 25th.

Noon—Meeting of the Shareholders of the Hongkong and Whampoa Dock Co. Ltd. at their Office.

THURSDAY, 28th.

Boxing Tournament at the Theatre Royal City Hall under the management of Mr. C. T. Robinson.

SATURDAY 2nd, MARCH.

Noon—R.M.S. *Paramatta* leaves for London.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Hongkong Maru*) to-morrow.
German (*Bayern*) to-morrow.
Australian (*Ulrich*) 22nd inst.
French (*Annam*) 24th inst.
Indian (*Lightning*) 25th inst.
American (*China*) 1st prox.
American (*Doric*) 12th prox.

The O. S. S. Co.'s steamer *Strathgyle*, left San Diego yesterday, the 19th inst., for Hongkong via Yokohama and Kobe.

The T. K. K. steamer *Hongkong Maru*, with Mails, &c., left Shanghai for this port yesterday morning, the 19th inst., at 9 a.m.

The N. Y. K. steamer *Kasuga Maru*, (Australian Line) left Nagasaki for this port on the 18th inst., and is expected to arrive here on Friday, the 22nd inst.

The N. Y. K. steamer *Rosetta Maru*, (Australian Line) left Manila for this port on the 18th inst., and is expected to arrive here on Thursday, the 21st inst.

PASSED THE CANAL.

Outward—20th January—*Banyan*, *Hombay*, *Glenaville*, *Ulrich*, *Gleness*, *St. Andrews*. 1st Feb.—*H. H. Miller*, *Sunkist Maru*, *Idomenus*, *Wittenberg*, *Orel*, *Albatros*. 15th Feb.—*Adria*, *Olimpo*, *Pharos*, *Rudolfshir*, *Sarnia*, *Frede*. 8th February—*Agamemnon*, *Banckert*. 12th Feb.—*Gisela*, *Japan*, *Stuttgart*, *Hudson*. 15th February—*Ernest Simon*, *Nakata Maru*, *Tundalus*, *Trust*, *Ascania*, *Neptune*.

Homeward—5th Feb.—*Bamber*, *Verona*. 8th February—*Dardanus*. 12th February—*Hitachi Maru*. 15th February—*Prusien*.

Arrivals at Home—9th Feb.—*Frankfurt*. 15th Feb.—*Aragonia*, *Kamabura Maru*, *Halle*. 16th February—*Irene*, *Calechas*, *Wittenberg*.

SHIPPING.

Arrivals.

GAELIC, British steamer, 2,601, Wm. Finch, R.N.R., 18th Feb.—San Francisco 16th Jan., Honolulu 21st, Yokohama 8th Feb., Kobe 9th, Nagasaki 13th, and Shanghai 16th, Mails and General.—O. & O. S. S. Co.
SACHSEN, German steamer, 3,119, E. Oesselmann, 18th Feb.—Shanghai 20th Feb., Mails and General.—Melchers & Co.
SHANGHAI, British steamer, 2,163, A. F. Street, 19th Feb.—Japan 4th Feb., General.—P. & O. S. N. Co.
CHINGTUNG, British steamer, 2,269, J. E. Williams, 19th Feb.—Sunderland via Ports 23th Jan., General.—Butterfield & Swire.
CHING PING, Genoa steamer, 1,049, S. Newman, 19th Feb.—Chinkiang 14th Feb., General.—C. E. & M. Co.
VALE OF DOON, British bark, 669, J. Petersen, 19th Feb.—Reijing 8th Jan., Timber.—Sander, Wierler & Co.
HAILONG, British steamer, 783, H. Bathurst, 19th Feb.—Haiphong and Hoihow 18th Feb., Rice.—Douglas Lapraik & Co.
PETRIANA, British steamer, 1,140, Snopce, 19th Feb.—Belik (Papan) 7th Feb., Kerosine.—Arnhold, Karberg & Co.
CANTON, British steamer, 1,110, D. F. F. Lawrence, 19th Feb.—Saigon 14th Feb., Rice.—Janline, Matheson & Co.
TAI LEE, German steamer, 628, L. Calender, 19th Feb.—Saigon 14th Feb., Rice.—Meyer & Co.
HAILAN, French steamer, 377, H. Marlis, 19th Feb.—Pakhoi and Hoihow 18th Feb., General.—A. R. Marty.
COMETE, French gunboat, 1,855, Loliet, 20th Feb.—Amoy 19th Feb.
YORKTOWN, American gunboat, 1,710, C. S. Sperry, 20th Feb.—Manila 17 Feb.
EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.—Vancouver, B.C. 28th Jan., and Shanghai 17th Feb., Mails and General.—C. P. R. Co.
STENTOR, British steamer, 4,308, C. Jackson, 20th Feb.—Liverpool and Singapore 14th Feb., General.—Butterfield & Swire.
FUSUBU, British steamer

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ROSETTA MARU	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 22nd Feb., at 4 P.M.
SADO MARU	MARSHALLS, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Feb., at 4 P.M.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 23rd Feb., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th February, 1901.

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HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN and HAMBURG	5th March
MARBURG	HAVRE and HAMBURG	About 15th March
SIBIRIA	HAVRE and HAMBURG	About 25th March
BAMBERG	HAVRE and HAMBURG	About 5th April
SARINIA	HAVRE and HAMBURG	About 15th April

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HONGKONG MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu	Saturday, 2nd Mar., at Noon.
NIPPON MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu	Thursday, 28th Mar., at Noon.
AMERICA MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu	Tuesday, 23rd April, at Noon.

The Twin Screw Steamship

The "HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
China	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu	Tuesday, 12th Mar., at Noon.
City of Rio de Janeiro	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu	Saturday, 6th April, at Noon.
City of Peking	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu	Tuesday, 30th April, at Noon.

The U.S. Mail Steamship

The "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

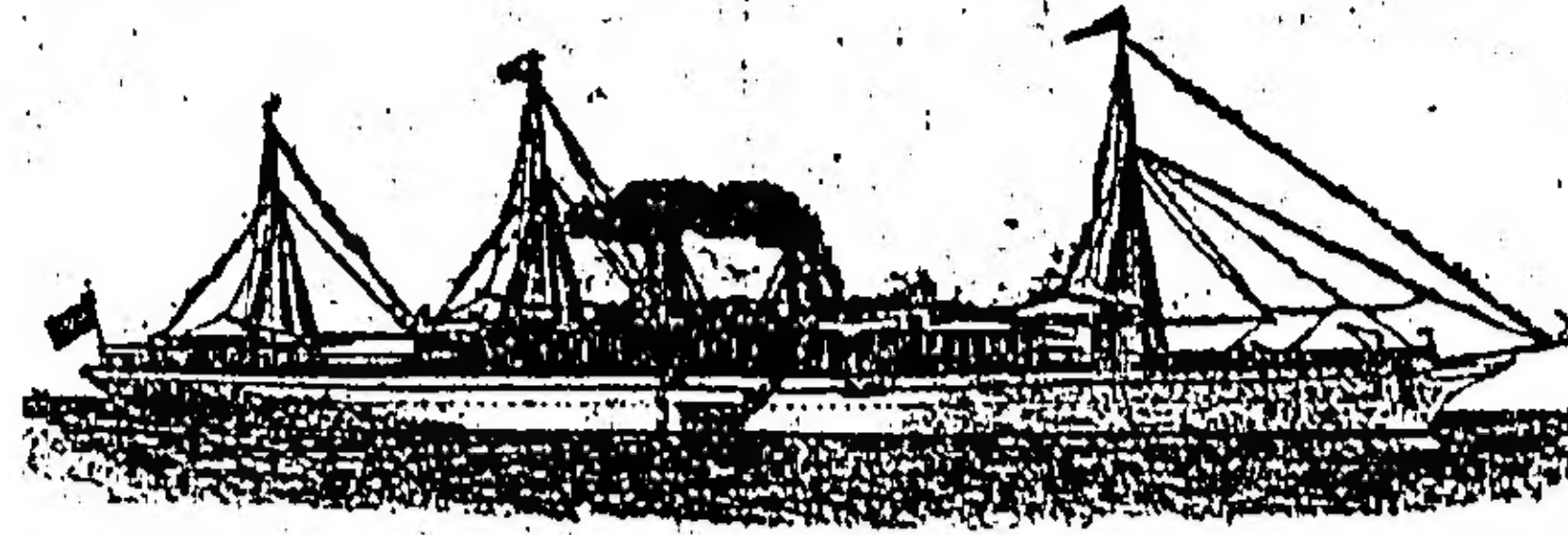
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 5, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 13th February, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Gaelic	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu	Sunday, 24th Feb., at Daylight.
Doric	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu	Tuesday, 19th March, at Noon.
Coptic	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu	Saturday, 13th April, at Noon.

The Company's Steamship

The "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 24th instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES AND CANADA.

The Steamship

"EVA," 2,088 tons. Capt. Petersen. This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR) via MOI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or).

For further information as to Freight rates, &c., apply to ARNOLD, KARBURG & Co., Agents.

J. S. VAN BUREN, Agent.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN-PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma	2,811	A. Dixon	Mar. 1
Victoria	3,302	J. S. Cox	Mar. 8
Duke of York	3,321	J. S. Cox	Mar. 15
Glenogle	3,750	W. Frakes	Mar. 22

The attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £32. Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 48 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 4th February, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

The Steamship "PARRAMATTA," Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th February, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS. Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"CHANGSHA"	21st Feb., at Noon.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	21st Feb., at Noon.
SHANGHAI	"HUXIAN"	21st Feb., at Noon.
SHANGHAI	"KWANGSE"	22nd Feb., at Noon.
MANILA	"SUNGKIANG"	22nd Feb.
KOBE and YOKOHAMA	"CHINGTU"	25th Feb.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th February, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"ALCINOUS"	Pulford	23rd February.
"	"IXION"	Robinson	5th March.
"	"DEUCALION"	"	19th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. & Co.

Hongkong, 15th February, 1901.

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DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

The Company's Steamship "HAITAN," Captain Roach, will be despatched for the above Ports, on FRIDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 18th February, 1901.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

The Company's Steamship "THALES," Captain Robson, will be despatched for the above Port, on SATURDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 18th February, 1901.

"GLEN" LINE OF STEAMERS.

FOR MANILA.

The Company's Steamship "GLENUTRET," Captain R. Webster, will be despatched for the above Port, on FRIDAY, the 22nd instant, at 10 A.M.

For Freight, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th February, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship "LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 22nd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th February, 1901.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship "PERLA," Captain R. W. Almond, will be despatched as above on FRIDAY, the 22nd instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 18th February, 1901.

FOR SWATOW, AMOY AND TAMSUI.

The Company's Steamship "FORMOSA," Captain Hodgins, will be despatched for the above Ports, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 18th February, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

The Company's Steamship "MAIZURU MARU," Captain will be despatched for the above Port, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th February, 1901.

FOR NEW YORK VIA PORTS-AND-
SUEZ CANAL.

With Liberty to call at MANILA.

The Steamship "FOLMINA," will sail at the end of February, and will be followed by the S.S. "GYMERIC" at the middle of March.

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 15th February, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU; THE UNITED STATES, &c.

Smythgyle, 5.023 | Saturday | Mar. 30

The Steamship "STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight and Passage, apply to BUTTERFIELD & SWIRE, Agents.

J. S. VAN BUREN, Agent.

The Share Market.

LATEST QUOTATIONS.
(February 20th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	339 3/4 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited (Deferred)	£ 1	£55 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Founders	£ 1	\$15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$247 1/2 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$55 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$115 buyers
Canton Ins. Office, Ltd.	\$ 50	\$150
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$315 sales
China Fire Ins. Co., Ltd.	\$ 20	\$84 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$352 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$118 sellers
China & Manila S.S. Co., Ltd.	\$ 30	\$41
Douglas Steamship Co., Ltd.	\$ 50	\$46
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
Star Ferry Co., Ltd.	\$ 10	\$20 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3.50 sales
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$124 buyers
Luzon Sugar Refining Co., Ltd.	\$100	\$40 sellers
Mining.		
Punjong Mining Co., Ltd.	\$ 3	\$3 1/2
Punjong Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$315 sellers
Queen Mines, Ltd.	25 cts.	7 cents
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$6 sellers
Raub Allain Gold Mining Co., Ltd.	175. tcd.	\$38 sellers
Olivers Freehold Mines, Ltd. A.	\$ 5	\$2.30 sellers
Olivers Freehold Mines, Ltd. B.	\$ 5	\$1 1/2 sellers
Great Eastern & Caledonian Gold Mining Co. (Preference)	\$ 5	5 cents
Do. (Ordinary)	\$ 5	40 cents
Hongkong & Whampoa Dock Co., Ltd.	\$125	650 1/2 premium
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$94 sellers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 64	\$22 1/2 buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9 1/2 sellers
Hongkong Land & Investment & Agency Co., Ltd.	\$100	\$195 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	\$27 buyers
West Point Building Co., Ltd.	\$ 50	\$50 sellers
H'kong Hotel Co., Ltd.	\$ 50	\$124 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$12 1/2 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Weaving Co., Ltd.	\$100	\$15
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 355
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Oligar Companies.		
Alhambra, Limited	\$500	100 1/2 premium
La Commercial, Ltd.	\$500	80 1/2 premium
Hensiana Limited	\$500	5 1/2 premium
La Favorita	\$500	40 1/2 premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$20 sales
China-Borneo Co., Ltd.	\$ 15	\$33
A. S. Watson & Co., Limited	\$ 10	\$16 buyers
Watkins, Limited	\$ 10	\$12 1/2 sellers
Hongkong Electric Co., Limited	\$ 10	\$12 1/2 sellers
Hongkong Electric Co., Limited	\$ 5	\$6 1/2 sales
Hongkong & China Gas Co., Ltd.	£ 10	\$18 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$167 1/2 sales
Geo. Fenwick & Co., Ltd.	\$ 25	\$59 sellers
H'kong Ice Co., Ltd.	\$ 25	\$55 ex div.
H'kong High-Level Tramways Co., Ltd.	\$100	\$200 sales and
Dairy Farm Co., Ltd.	\$ 6	\$7 1/2 sales
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50
Campbell, Moore and Co., Ltd.	\$ 1	\$25
Bell's Auctioneers	£ 1	\$18 buyers
United Agencies	\$ 4	\$8 sales
Oriental Agency	\$ 20	\$8
Carmichael & Co., Ltd.	\$ 5	\$3
Tobacco Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$5 1/2 sellers
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$5
China Light & Power Co., Ltd.	\$ 20	\$5

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Junge, Mr. George
Angus, Mrs.	Katsch, Mr. E. A.
Apar, Mrs. A. A.	Kaufman, Mr. E.
Apar, Miss	Kennedy, Mr. R. J.
Bailey, Mr. W. S.	Kiene, Mr. and Mrs. F. B.
Baird, Mr. W. P.	King, Maj. H. S., R.E.
Ballin, Mr. and Mrs. J. B.	Lambton, Mr. R. S.
valet	Leake, Mr. A. R.
Ballin, Mr. O. E.	Lewis, Mr. A. R.
Bancroft, Capt. & Mrs.	Lister, Mr. C. C.
Beattie, Mrs. J. B.	Little, Major W. R.
Bell, Mr. and Mrs. O. D.	Little, Major W. R.
M. D.	Little, Major W. R.
Bell, Mr. T. H.	Long, Mr. & Mrs. D. M.
Bentley, Mr. and Mrs.	Macaulay, Mr. & Mrs.
Bevington, Mr. E. J. G.	Macaulay, Dr. H.
Berit, Mr. G. H.	Macaulay, Dr. H.
Black, Mrs.	Macaulay, Dr. H.
Blery, Mr. M.	Macaulay, Dr. H.
Borthwick, Mrs. R. W.	Macaulay, Dr. H.
Bowen, Mr. George	Macaulay, Dr. H.
Brandreth, R.N., Lt. & Mrs.	Macaulay, Dr. H.
Brian, Mr. Y.	Macaulay, Dr. H.
Brown, Mr. J. W.	Macaulay, Dr. H.
Bruce, Capt. and Mrs.	Macaulay, Dr. H.
Buck, Mr. Hart	Macaulay, Dr. H.
Burns, Mr. C. M. G.	Macaulay, Dr. H.
Clark, Dr. & Mrs. F.	Macaulay, Dr. H.
Colson, Mr. T. S.	Macaulay, Dr. H.
Cook, Mr.	Macaulay, Dr. H.
Crawford, Mr. D. W.	Macaulay, Dr. H.
Creighton, Mr. J. V.	Macaulay, Dr. H.
Daland, Mr. W. A.	Macaulay, Dr. H.
Davis, Capt. and Mrs.	Macaulay, Dr. H.
Denroche, Mr. P. C.	Macaulay, Dr. H.
Discombe, Mr. G. M.	Macaulay, Dr. H.
Dorchester, R.A., Major	Macaulay, Dr. H.
Doveton, Col. J. H.	Macaulay, Dr. H.
Drew, Mr. and Mrs. C.	Macaulay, Dr. H.
Duff, Mr. W. S.	Macaulay, Dr. H.
Dyson, Capt. F. S.	Macaulay, Dr. H.
Elderton, R.L.M., Comd.	Macaulay, Dr. H.
Elliot, Mr. E. M.	Macaulay, Dr. H.
Evans, Dr. and Mrs.	Macaulay, Dr. H.
Sheldon	Macaulay, Dr. H.
Frazer, Mr. Wm.	Macaulay, Dr. H.
Frank, Mr. C.	Macaulay, Dr. H.
Gelley, Mr. A.	Macaulay, Dr. H.
Gibson, Mr. and Mrs.	Macaulay, Dr. H.
Kennedy	Macaulay, Dr. H.
Glover, Mr. C.	Macaulay, Dr. H.
Goddard, Capt.	Macaulay, Dr. H.
Godschaux, Mrs.	Macaulay, Dr. H.
Gott, Mr. R.	Macaulay, Dr. H.
Grant, Mr. John	Macaulay, Dr. H.
Gray, Mr. Geo. T.	Macaulay, Dr. H.
Hammersly, Mr. B. F.	Macaulay, Dr. H.
Holtzendorff, Mr. A. V.	Macaulay, Dr. H.
Hopkins, Mr. & Mrs.	Macaulay, Dr. H.
Howard, Mr. Thos.	Macaulay, Dr. H.
Hawkins, Mr. & Mrs.	Macaulay, Dr. H.
J. D.	Macaulay, Dr. H.
Hummel, Mr. G. L.	Macaulay, Dr. H.
Hutchinson, Mr. E.	Macaulay, Dr. H.
Jackson, Mrs. J. B. and child	Macaulay, Dr. H.
Jercovich, Mr. W.	Macaulay, Dr. H.
Joseph, Mr. & Mrs. E. S.	Macaulay, Dr. H.
Young, Mr. and Mrs.	Macaulay, Dr. H.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Martin, Mr. R.
Bewley, Capt.	McCarthy, Mrs. and
Bonsar, Mr. J. W. C.	Miller, Mr. and Mrs.
Brown, Colonel F.	Mitchell, Mr. R.
Collard, Col.	Newall, Mr. Stuart G.
Comrie, Mr. A. F.	Oakley, Mr. H. E.
Crookenden, Col.	Oakley, Miss
Dann, Mr. G. H.	O'Gorman, Col. The
Dykes, Capt. and Mrs.	O'Gorman, Madam
R.A.	Oppenheim, Mr. J.
Ezekiel, Mr. J. S.	Pollock, Mr. H. E.
Forbes, Mr. Andrew	Pyne, Capt. R.A.M.C.
Fraser, Colonel A. R.	Rouse, Mr. A. B.
Graham, Mr. D. M.	Sabater, Mr. J.
Griffin, Major W. W.	Scott, Mrs. C.B.
R.A.	Scott, Mrs. C.B.
Gumpert, Mr. and Mrs.	Shelton, Mr. E. B.
Harston, Dr. and Mrs.	Sinclair, Mr. A.
G. M.	Sobotta, Mr. Hanns
Hays, Mr. J.	Tomlin, Mr. G. L.
Hughes, Col. G. A.	Wheeler, Col.
Jeffries, Mr. H. U.	Wheeler, Mr. H. B.
Lee, Mr. J. E.	
Mackie, Mr. C. Gordon	
Anderson, Mr. Jas.	Crouch, Mr. J. W.
Binder, Mr. Gustav	Hamilton, Mr. Col. H.
Callaghan, Capt.	Hamilton, Mr. Col. H.
Canton, Staff-Surg. H.	Ross, Mr. John A.
Canton, Mrs.	Sharp, Mr. and Mrs.
Clarke, Capt. A. C.	E. H.
R.N.	Volpicelli, Consul
Clarke, Mrs.	

KOWLOON HOTEL.

Baer, Dr. Med.	Rust, Mr. H.
Burinton, Mrs.	Sheppard, Mr. Percy A.
Leary, Lieut. C.	Thomson, Mr. & Mrs.
Lundholm, Capt.	Thomson, Capt.

EXCHANGE.

Hongkong, 20th February.	
ON LONDON, Telegraphic Transfer	210
Bank Bills, on demand	210 1/2
Credits, 4 months' sight	210 1/2
Credits, 6 months' sight	210 1/2
ON BRISBANE, Bank Bills, on demand	210 1/2
Credits, 4 months' sight	210 1/2
Credits, 6 months' sight	210 1/2
ON NEW YORK, Bank Bills, on demand	210 1/2
Credits, 4 months' sight	210 1/2
Credits, 6 months' sight	210 1/2
ON BOMBAY, Telegraphic Transfer	149
Private 30 days' sight	73
ON YOKOHAMA, T.T.	14 1/2
Sovereigns, Bank's Buying Rate	150 1/2
Gold Leaf too touch, per tael	51.50
Bar Silver	28 1/2
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 20th February.	
New Patna	\$25 per chest.
New Benares	240
New Malwa	820 per picul.
Old Malwa	920-930
Perrin Superior drug	825

VESSELS IN PORT.

AKASHI MARU, Japanese steamer, 674, R.	
Baltica, British steamer, 1,710, 14th Feb.	
AMIGO, German steamer, 772, 15th Feb.	
14th Feb., Saigon 9th Feb., Rice.	
Jensen & Co.	
ANPING MARU, Japanese steamer, 1,015, S.	
Atsuta, 17th Feb., Anping 14th Feb.	
and Swatow 16th, General—Mitsui Bussan Kaisha.	
CHANGSHA, British steamer, 1,403, 1. Moore,	
18th Feb.—Kobe 11th Feb., General—	
Butterfield & Swire.	
CHANGSHA, British steamer, 2,407, J. C.	
Swatow, 16th Feb.—Calcutta via Penang	
and Singapore 9th, February, General—	
Jardine, Matheson & Co.	

CHOWTAI, German steamer, 1,115, J. A. Morris,	
16th Feb.—Bangkok 7th Feb., Rice and	
Timber—Butterfield & Swire.	
CLARA, German steamer, 675, A. Hansen, 18th	
Feb.—Haiphong and Hoihow 17th Feb.	
General—Jensen & Co.	
ELITA ROSSACK, German steamer, 1,161,	
Bruhn, 17th Feb.—Bangkok 9th Feb.	
Rice and General—Mel-hers & Co.	
FLINTSHIRE, British steamer, 2,109, J. Dwyer,	
18th Jan.—Moji 30th Dec., Coal—Mitsui	
Bussan Kaisha.	
FORMOSA, British steamer, 674, A. E. Hodgins,	
18th Feb.—Tamsui 16th Feb., and Amoy	
17th, General—Douglas, Laprak & Co.	
FOONIE SANG, British steamer, 1,092, C. S.	
Weigall, 18th Feb.—Manila 15th Feb.	
Ballast—Jardine, Matheson & Co.	
GLENTURK, British steamer, 1,016, R.	
Webster, 17th Feb.—Tacoma via Japan	
7th Jan., General—Dodwell & Co., Ltd.	
HAITAN, British steamer, 1,183, J. S. Roach,	
16th Feb.—Fochow, 13th Feb., Amoy	
14th, and Swatow 15th, General—Douglas,	
Laparak & Co.	
HIKOSAN MARU, Japanese steamer, 3,302, P.	
Hallstrom, 18th Feb.—Moji 13th Feb.	
Coal—Mitsui Bussan Kaisha.	
HUE, French steamer, 705, G. Godinam, 3rd	
Feb., Haiphong and Hoihow 2nd Feb.	
General—R. Martz.	
KWELIM, British steamer, 1,293, J. McKenzie,	
18th Feb.—Canton 18th Feb., General—	
Butterfield & Swire.	
MAUSANG, British steamer, 1,643, R. Cox, 13th	
Feb.—Sandakan 6th Feb., Timber—Jar-	
dine, Matheson & Co.	
MORRA KOLL, German steamer, 1,719, G.	
Kraetz, 17th Feb.—Moji 9th Feb., Coal—	
Meyer & Co.	
NANYANG, German steamer, 983, Th. Lehmann,	
23rd Jan.—Mauritius 29th Dec., and Sin-	
gapore 14th Jan., Sugar—Siemens & Co.	
PERLA, British steamer, 1,274, R. W. Almond,	
18th Feb.—Manila 15th Feb., General—	
Shewan, Tomes & Co.	
PHRA CHULA CHOM KLAO, British steamer,	
1,012, E. McLellan, 14th Feb.—Bang-	
kok 5th Feb., Rice—Butterfield & Swire.	
PROGRESS, German steamer, 687, P. Brandt,	
16th Feb.—Touyon 12th Feb., Coals Rice	
and General—Siemens & Co.	
SABINE RICKMERS, British steamer, 690,	
Nasbitt, 1st Feb.—Swatow 31st Jan.	
Ballast—Arnold, Karberg & Co.	
SISHAN, British steamer, 845, H. N. Holton,	
17th Feb.—Saigon 14th Feb., General—	
Bradley & Co.	
SUNGIANG, British steamer, 1,021, S. W.	
Moore, 17th Feb.—Manila 14th Feb.	
General—Butterfield & Swire.	
TACOMA, American steamer, 1,689, Andrew	
Dixon, 15th Feb.—Tacoma, Wash. U.S.A.	
14th Jan., General—Dodwell & Co., Ltd.	
TRALE, British steamer, 820, A. Robson, 16th	
Feb.—Swatow 15th February, General—	
Douglas, Laparak & Co.	
TIGER, Norwegian steamer, 2,116, H. Wold,	
12th Jan.—Moji 6th Jan., Coal—Mitsui	
Bussan Kaisha.	
TRITON, German steamer, 1,033, H. Clausen,	
17th Feb.—Singapore 10th Feb., General—	
Siemens & Co.	
TVR, Norwegian steamer, 1,418, G. Wam,	
13th Feb.—Shanghai 10th Feb., General—E.	
A. T. Co.	
VIENNA, British steamer, 2,653, A. McDougall,	
31st Dec.—Otaru (Japan) 21st Dec., Coal—	
H. & H.	
WONKOL, German steamer, 1,115, Muller,	
18th Feb.—Bangkok 13th Feb., Rice—	
Carlowitz & Co.	

Calling Vessels.

ADOLPH OBRIG, American ship, 1,262, Am-	
bury, 19th Dec.—New York 2nd June, and	
Chesoo 12th Dec. Oil—Standard Oil Co.	
DUNDEE, British ship, 1,998, Hemmings, 14th	
Oct.—Shanghai 25th June, Kerosine Oil	
—Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st	
Dec.—Cardiff via Cape Town 26th Sept.	
Coal—Government.	
LOTHAIR, Italian bark, 672, Bozo, 19th Jan.	
—from Caliao, Ballast—Order.	
MOZAMBIQUE, British ship, 2,304, Robert	
Clerance, 14th Feb.—New York 20th Sept.	
Kerosine—Standard Oil Co.	
NIUELLE, British 4-masted bark, 3,262, D.	
Steven, 6th Feb.—New York 5th Sept.	
Kerosine Oil—Standard Oil Co.	
ST. PAUL, American ship, 1,824, Treat, 29th	
Jan.—New York 9th Sept. Kerosine—	
Standard Oil Co.	
VIMEIR, British 4-masted bark, 2,233, D. S.	
Millan, 23rd Jan.—New York 3rd Sept.	
Case Oil—Order.	
WEST YORK, British bark, 706, Forster, 13th	
Jan.—Rajang via Borneo and Sarawak 1st	
Jan. Timber—Sam See Ching.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 20th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.l. guns, 3,000 i.h.p., Commander G. F. M. Cradock, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p. Comdr. E. D. Hunt, Singapore.

Arctura, British cruiser, 3,400 tons, Capt. J. Stirling, Hongkong.

Argonaut, British cruiser, 11,000 tons, 16,500 i.h.p., 16 6-in. q.l. guns, Capt. G. H. Cherry, R.N., Hongkong.

Araon, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Page, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

Barfleur, 1st class battleship, 13,000 tons, guns, 13,163 i.h.p. Captain G. J. S. Warrender, Shanghai.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21 1/2 i.h.p., Captain Henderson, left England, 17th January.

Bonaventure, 2nd class cruiser, 3,000 tons, guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

British, British gunboat, 1,770 tons, 6 guns, 1,500 h.p., Commander Sir Boucher Wrey-Bart, Hongkong.

Brilliant, British gunboat, 710 tons, Comdr. P. Walter, Fochow.

Centurion, 1st class battleship, 10,500 tons, guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., en route Singapore.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p. Com. C. Winnington- Ingram, Shanghai.

Dido, British 2nd-class cruiser, 450 tons, guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

Erik, coast defence gunboat, 353 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chikiang.

Fame, twin screw, torpedo-boat destroyer, 3 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 450 i.h.p., Canton.

Glory, 1st class battleship, 12,950 tons, 16 guns, 15,500 i.h.p., Captain F. S. Ingfield, Woosung.

Goliath, 1st class battleship, 12,950 tons, 16 guns, 15,500 i.h.p., Capt. L. Wintz, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 2 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Parry, Shanghai.

Harmonie, British cruiser, 4,350 tons, 10 guns, Capt. R. B. Cunningham, Sakhalin.